

for another bankrupt institution—that is the highway trust fund.

Ludicrous—10 years' savings of eliminating home delivery, which are theoretical, no sense at all that they are going to materialize, but for 10 years—and it would just produce enough money to get us into the next fiscal year, and leave the post office worse off than it is now.

Luckily, I think our friends on the other side of the aisle have realized that is not a solution, and I think they have dropped that, realizing it is not going to go anywhere.

There are actual proposals that would meet this challenge. I have got legislation that has been endorsed by the AFL-CIO, by the U.S. Chamber of Commerce, by both the truckers and AAA, the contractors, engineers, local government, transit, to just—straight up—deal with the fact that we haven't raised the gas tax for 21 years—pretty straightforward. It works.

□ 2115

My colleague, PETER DEFazio from Oregon, a senior member on the Transportation Committee, has proposed looking at a barrel tax for oil and makes a strong case that this would have significant advantages and would allow us to go forward.

You know, I don't care what solution we come up with. There are a number of good ideas. Last week, Senator MURPHY of Connecticut and Senator CORKER of Tennessee came up with a proposal in the Senate that they thought would provide those resources.

What is interesting is that the House has been AWOL on this. We have not had a single hearing in Ways and Means this year, last year, the year before that, or the year before that. It has been 42 months since the Republicans took over. We haven't had a single hearing on transportation finance. I find that shocking. I find it embarrassing as a member of the committee and as a Member of the House of Representatives. As an American, I find it shameful that we are not doing our part.

Luckily, the other body is moving. My friend and colleague, Senator RON WYDEN of Oregon, the chair of the Senate Finance Committee, is moving ahead with some alternatives that would help keep the trust fund afloat so that we can avoid the summer shutdown and we don't have to stop the programs and put these people out of work. It will give us breathing room so that the people in the House can step up and do our job.

Mr. Speaker, every single Democrat on the House Ways and Means Committee requested the Republican leadership—months ago—to at least give us a hearing. You don't have to buy into any solution, but let's come together, look at the problem, and hear solutions from the Americans who are dealing with it. Let's hear from the Governors. Let's hear from the transit agencies, from the State transportation commis-

sions, highway departments. Let's hear from the men and women who work in the maintenance and construction of our infrastructure—the bridges, the roads, the transit. Let's hear from the engineers, the truckers, the representatives of the automobiles. They have got some strong opinions. They have potential solutions. They have done research that the committee should hear about, that every Member of Congress should hear about.

Sadly, as the clock winds down, as we look at the summer shutdown and the pending bankruptcy of the highway trust fund, the House is frozen in place. Time is slipping away. We have just a few dozen legislative days before the House is scheduled to adjourn for the election, and we have not one thing on the agenda to deal with this.

I hope that my Republican colleagues on the Ways and Means Committee will join us in at least having a hearing, listening to alternatives, working together to analyze the pros and cons of the various approaches going forward. I hope that every Republican and every Democrat makes a commitment that we are not going to adjourn for the year until we provide the American people, the businesses and communities that depend on it, a robust, well-funded, stable highway transportation trust fund with dedicated funding. That was the key to President Eisenhower and the success of the interstate freeway system. That has helped us with aviation. It has made a difference in terms of transit.

The American people deserve no less than us our doing our job—robust funding, stable funding, dedicated funding that will allow American communities to have the partnership of the Federal Government that they need for the infrastructure they deserve. I strongly urge my colleagues to reflect on this, and I hope each American makes clear their desires and their expectations about how Congress meets this responsibility.

Mr. Speaker, I appreciate the opportunity to speak this evening, and I yield back the balance of my time.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. FITZPATRICK (at the request of Mr. CANTOR) for today on account of travel delays.

Mrs. NAPOLITANO (at the request of Ms. PELOSI) for June 24 after 5 p.m., June 25 and June 26 on account of a family emergency.

#### ENROLLED BILL SIGNED

Karen L. Haas, Clerk of the House, reported and found truly enrolled a bill of the House of the following title, which was thereupon signed by the Speaker:

H.R. 316. An act to reinstate and transfer certain hydroelectric licenses and extend the deadline for commencement of construction of certain hydroelectric projects.

#### SENATE ENROLLED BILLS SIGNED

The Speaker announced his signature to enrolled bills of the Senate of the following titles:

S. 1044. An act to direct the Secretary of the Interior to install in the area of the World War II Memorial in the District of Columbia a suitable plaque or an inscription with the word that President Franklin D. Roosevelt prayed with the United States on D-Day, June 6, 1944.

S. 2086. An act to address current emergency shortages of propane and other home heating fuels and to provide greater flexibility and information for Governors to address such emergencies in the future.

#### ADJOURNMENT

Mr. BLUMENAUER. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 9 o'clock and 19 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, June 25, 2014, at 10 a.m. for morning-hour debate.

#### EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

6114. A letter from the Acting Assistant Secretary, Department of Defense, transmitting Biennial Core Report to Congress, pursuant to Public Law 112-81, section 2464(B)(e) (125 Stat. 1368); to the Committee on Armed Services.

6115. A letter from the Acting Under Secretary, Department of Defense, transmitting a letter notifying that the Department intends to assign women to previously closed positions in the Marine Corps; to the Committee on Armed Services.

6116. A letter from the Acting Under Secretary, Department of Defense, transmitting authorization of 14 officers to wear the authorized insignia of the grade of rear admiral (lower half); to the Committee on Armed Services.

6117. A letter from the Under Secretary, Department of Defense, transmitting the Department's report on the amount of purchases from foreign entities in FY 2013; to the Committee on Armed Services.

6118. A letter from the General Counsel, Pension Benefit Guaranty Corporation, transmitting the Corporation's final rule — Benefits Payable in Terminated Single-Employer Plans; Interest Assumptions for Paying Benefits received June 9, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Education and the Workforce.

6119. A letter from the Director, Regulations Policy and Management Staff, Department of Health and Human Services, transmitting the Department's final rule — Establishing a List of Qualifying Pathogens Under the Food and Drug Administration Safety and Innovation Act [Docket No.: FDA-2012-N-1037] (RIN: 0910-AG92) received June 9, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

6120. A letter from the Director, Office of Government Relations, Corporation for National Community Service, transmitting the Corporation's semiannual report from the office of the Inspector General for the period October 1, 2013 through March 31, 2014; to the Committee on Oversight and Government Reform.